

To: 'Laura Blake'[Laura.Blake@cadmusgroup.com]
Cc: Wu, Jennifer[Wu.Jennifer@epa.gov]; Carlin, Jayne[Carlin.Jayne@epa.gov]; Catherine Dunlap[Catherine.Dunlap@cadmusgroup.com]; Jeff Maxted[Jeff.Maxted@cadmusgroup.com]
From: MICHIE Ryan
Sent: Wed 4/10/2013 9:28:25 PM
Subject: RE: Draft roads digitizing protocol
[image001.jpg](#)

Hi Laura,

I will be sending some edits/comments to the protocol document soon.

Answers to your questions are below.

From: Laura Blake [mailto:Laura.Blake@cadmusgroup.com]
Sent: Wednesday, April 10, 2013 1:07 PM
To: MICHIE Ryan
Cc: Jennifer Wu; 'carlin.jayne@epa.gov'; Catherine Dunlap; Jeff Maxted
Subject: Draft roads digitizing protocol

Hi Ryan

The draft roads digitizing protocol is attached for your review. In addition to any comments that you may have on the attached, please also get back to us with responses to the following questions:

1. Do you have a preferred projection for the new roads shapefile (e.g., consistent with Oregon's existing Transportation Network geodatabase-NAD_1983_Oregon_Statewide_Lambert_Feet_Intl)?

Please digitize the database in the same projection as the LiDAR data, which is NAD_1983_HARN_Oregon_Lambert_Feet_Intl, and then reproject it into the state standard of NAD_1983_Oregon_Lambert_Feet_Intl. Thanks!

2. Is adding the road type only (i.e., forest/logging road vs. highway) an acceptable approach, or is the road name/ID needed for future analyses?

I would prefer the road name and ID be included but in the end if it means I get more roads digitized I'd rather just have the landuse/owner associated with it. I'm looking to you and EPA to tell me how much this will impact the work schedule and how much you can get done. If it is substantially less than just go ahead with the landuse/owner. I will have some edits on this topic for the protocol document.

3. Our interpretation is that only roads that are not already in the existing roads geodatabase will be digitized. Is this an accurate assessment?

No, one of the main issues is that many of the roads that are in the existing databases are not very accurate spatially. We want to improve the accuracy so the task is to digitize (or edit) all roads that appear to not be spatially correct at 1:2000 map scale against the LiDAR or aerial photos.

4. Should we split existing road features if a new feature appears to intersect it? Should we leave existing features alone? Or should we create a layer where all features (including existing features) terminate at an intersection (or end of road)?

My answer to #3 might inform this answer but go ahead and split any road feature that is intersected by a new road feature as long as the "existing" road feature is spatially correct according to the LiDAR and the 1:2000 map scale. If the existing feature is not correct it should be edited or redigitized before it is split. Does that make sense? I think #11 of the protocol discusses this but I think it says the opposite of what I would like. I will make some edits to that.

Laura J. Blake | Senior Associate

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